



 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA03LA043		Aircraft Registration Number: N9793B	
		Occurrence Date: 03/05/2003		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Creswell	State OR	Zip Code 97426	Local Time 1150	Time Zone PST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On March 5, 2003, approximately 1150 Pacific standard time, a Cessna 208B, N9793B, sustained substantial damage during a collision with trees/terrain during a forced landing following a total loss of engine power approximately one mile south of Creswell, Oregon. The airplane was owned and operated by Wright Stuff Inc., Eugene, Oregon, and was being operated as a visual flight rules (VFR) personal flight in accordance with 14 CFR Part 91. The commercial pilot and his three passengers were not injured. Visual meteorological conditions prevailed and a flight plan had not been filed. The flight originated from Creswell at 1148, and was destined for Cottage Grove, Oregon.</p> <p>In a written statement, the pilot reported that he accomplished a "normal pre-flight" to include sumping fuel from the fuel filter and reservoir. No contaminants were found. The engine was started and the aircraft taxied to the run-up area where a run-up was performed to include the pre-flight checks. The pilot stated that during the climb out, at approximately 500 feet above ground level, he noted a performance loss. The pilot turned the ignition and auxiliary boost switch to on, then looked at the NG gauge and noted that it was below the green area. He took the fuel condition lever out of the idle position to the cut-off position and turned the start switch to start. He counted three seconds and then put the fuel condition lever to low idle. The engine did not regain power and the pilot initiated a forced landing to an open field. During the landing roll, the airplane collided with trees at the end of the field.</p> <p>According to an FAA inspector, who traveled to the accident site, the pilot reported that prior to takeoff he drained the main lower sump, but not the wing sumps, as was company policy. The pilot stated that he was told by the mechanic that "constant use of the wing sumps causes them to leak, and also causes damage to the fuel cells that is hard to repair." The pilot also reported that the airplane had been fueled a few days prior to the flight from a 55 gallon barrel by an electric pump at the company's fueling facility in Creswell. The inspector traveled to the fueling facility and checked the pump glass fuel filter cover, observing it to be half full of what appeared to be water. Two 55 gallon barrels were sitting outside in the rain.</p> <p>The FAA inspector said that after turning on the Master switch he observed 350 lbs of fuel in the left tank and 150 lbs of fuel in the right tank, according to the cockpit fuel gauges. The inspector then took fuel samples from the sumps: a pint of cloudy, watery substance was drained from the left wing sump, a mixture of cloudy and clear fuel was drained from the engine fuel sump, and clear jet fuel from the right wing sump. It was noted that the red Bypass indicator was extended on the fuel filter and that the fuel selector was selected to the Both position.</p> <p>The inspector also reported that there was substantial damage to both wing leading edges, and damage to the horizontal stabilizer, nose landing gear, and engine cowlings.</p>					
FACTUAL REPORT - AVIATION					


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Narrative (Continued)

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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 208B0114	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 20	Certified Max Gross Wt.	8750 LBS	Number of Engines: 1	
Engine Type: Turbo Prop	Engine Manufacturer: Pratt & Whitney	Model/Series: PT6A-114	Rated Power: 675 HP		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 08/23/2002	Time Since Last Inspection 43 Hours	Airframe Total Time 8274 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner Wright Stuff Inc.		Street Address 1397 Hammock Street			
		City Eugene	State OR	Zip Code 97401	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
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First Pilot Information																																																																																				
Name		City		State	Date of Birth	Age																																																																														
On File		On File		On File	On File	22																																																																														
Sex: M	Seat Occupied: Left	Principal Profession: Unknown			Certificate Number: On File																																																																															
Certificate(s): Flight Instructor; Commercial																																																																																				
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): Airplane Single-engine; Instrument Airplane																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft? Yes				Current Biennial Flight Review? 07/05/2002																																																																																
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 07/02/2002																																																																															
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>973</td> <td>114</td> <td>953</td> <td>21</td> <td>38</td> <td>20</td> <td>47</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>906</td> <td>114</td> <td>898</td> <td>7</td> <td></td> <td>20</td> <td>47</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>177</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>49</td> <td>15</td> <td>39</td> <td>11</td> <td></td> <td>5</td> <td>2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>33</td> <td>12</td> <td>26</td> <td>7</td> <td></td> <td>4</td> <td>2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	973	114	953	21	38	20	47				Pilot In Command(PIC)	906	114	898	7		20	47				Instructor	177										Last 90 Days	49	15	39	11		5	2				Last 30 Days	33	12	26	7		4	2				Last 24 Hours										
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? Yes																																																																														
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: None																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
Creswell		OR	77S	1148	PST																																																																															
Destination		State	Airport Identifier																																																																																	
Cottage Grove		OR	61S																																																																																	
Type of Clearance: None																																																																																				
Type of Airspace: Class E																																																																																				
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Source of Briefing: No record of briefing																																																																																				
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
EUG	1154	PST	365 Ft. MSL	15 NM	300 Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light: Day
Lowest Ceiling: Broken			2060 Ft. AGL	Visibility: 10 SM	Altimeter: 30.02 "Hg
Temperature: 9 °C	Dew Point: 6 °C	Wind Direction: 220		Density Altitude: Ft.	
Wind Speed: 4	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					
Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				3	3
- TOTAL ABOARD -				4	4
Other Ground					
- GRAND TOTAL -				4	4
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Administrative Information		
Investigator-In-Charge (IIC) Thomas M. Little		
Additional Persons Participating in This Accident/Incident Investigation: Keith D Crimin Aviation Safety Inspector FAA-FSDO Hillsboro, OR 97124		
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